

AmeriCorps Members serve not with ACORN, but with ACORN Housing Corporation. The latter is not an advocacy organization, but an entirely separate non-profit helping working families find housing—especially buying their own homes. In the three months our AmeriCorps program has been operating, AmeriCorps Members have already assisted hundreds of families interested in home ownership—and 84 families now have secured mortgages for their first homes.

This is the AmeriCorps mission: getting things done. And this is the American Dream: helping working families afford a home.

We agree with the Washington Times that federal funds must not be abused, and that service must be distinct from advocacy. AmeriCorps is proud of its record—and unshakable in its adherence to these principles.

Sincerely,

ELI J. SEGAL,
Chief Executive Officer.

**AUTHORIZING THE USE OF THE
CAPITOL GROUNDS FOR THE
GREATER WASHINGTON SOAP
BOX DERBY**

HON. STENY H. HOYER

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. HOYER. Mr. Speaker, today I am introducing a resolution which authorizes the use of Constitution Avenue, NE., between Delaware and Third, for the Greater Washington Soap Box Derby. The resolution also authorizes the Architect of the Capitol and the Sergeant at Arms, to negotiate the necessary arrangements for carrying out this event in complete compliance with rules and regulations governing the use of Capitol Grounds. The Soap Box Derby has run on the Capitol Grounds for the last 4 years.

This year marks the 54th running of the Greater Washington Area Soap Box Derby, and the race is slated for July 15, 1995. Participants ranging from ages 9 to 16 are expected to compete in the early summer race. They hail from Washington, DC and the surrounding communities of northern Virginia and Maryland. The winners of this local event will represent the Washington, DC area in the national race which will be held in Akron, OH later this year.

The Soap Box Derby provides our young people with an opportunity to gain valuable skills such as engineering and aerodynamics. Furthermore, the derby promotes team work, a strong sense of accomplishment, sportsmanship, leadership, and responsibility. As we all know, these are all positive attributes which these young people can carry into adulthood.

Again, I strongly urge my colleagues to support this resolution.

**TRIBUTE TO WILLIAM K. VAN
PELT**

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. PETRI. Mr. Speaker, I rise in tribute to former U.S. Representative William K. Van

Pelt of Fond du Lac, WI, on the occasion of his 90th birthday today.

A popular Member of Congress who was known for his quiet common sense and integrity, Bill served Wisconsin's Sixth District from 1951 through 1964, winning seven consecutive terms with little serious opposition.

Respected by colleagues on both sides of the aisle, Bill was proud of his record of service to his constituents and of his committee work. When he left office, Bill was the second ranking Republican member of the Merchant Marine and Fisheries Committee, which handled all conservation issues coming before the House. He was also a senior member of the Committee on Science and Astronautics, whose jurisdiction included policymaking and oversight of various facets of America's evolving space program.

Bill's first term in Congress came after he won an upset victory in a four-way Republican primary in 1950 in his first bid for public office. Before that time, Bill was in business for himself as owner and operator of City Fuel Co. of Fond du Lac and was an active participant in Republican Party politics on the local level, serving as chairman of the Fond du Lac County Republican Party from 1944 to 1950.

Throughout his tenure of office, Bill remained true to his roots as a businessman and advocate of Republican Party principles. He was a strong believer in the free enterprise system and in the need for a limited Federal Government dedicated to fiscal responsibility and a balanced Federal budget. He was not afraid to take unpopular stands, and was called on the carpet by his political opponents for daring to question the expenditure of Federal conservation dollars on a Wisconsin project he and many others deemed to be of dubious value.

In 1964, Bill Van Pelt was quoted as saying, "The Federal Government does not have to be a partner in a program to ensure its ultimate success." Thirty years later, I think Bill would have felt right at home in the current congressional climate, working to advance the tenets of the Contract With America.

Bill would probably be less comfortable, however, with the prevailing practices of political campaigning. A gentleman known for his unpretentious manner and low-key sense of humor, Bill prided himself on conducting campaigns free of personal attacks and disparagement. "I might say that I don't indulge in personalities," he said. "Never in eight campaigns have I felt it necessary to go to name-calling."

On this his 90th birthday, I want to congratulate Bill Van Pelt and to wish him continued health and happiness. In addition, on behalf of the people of the Sixth Congressional District, I want to thank him for his 14 years of service in the House of Representatives and for his legacy of integrity and common-sense leadership.

ON THE INTRODUCTION OF A BILL
AMENDING THE RAILWAY LABOR
ACT TO CLARIFY ITS APPLICABILITY
TO WORK PERFORMED
BY FLIGHT CREW MEMBERS OF
U.S. CARRIERS ENGAGED IN
FOREIGN FLYING

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 10, 1995

Mr. RAHALL. Mr. Speaker, today, along with my distinguished colleagues, Representative JAMES OBERSTAR of Minnesota and Representative DON YOUNG of Alaska, I have reintroduced legislation to protect the public interest in uninterrupted international air service, and the stability of collective bargaining relationships between U.S. air carriers and their flight crew employees—flight deck crew members and flight cabin crew members. It does so by confirming and clarifying that the Railway Labor Act applies to the U.S. air carriers and their flight crew employees while operating to, from, or between points outside the United States.

Historically, air carriers and labor organizations have understood title II of the Railway Labor Act [RLA] to apply to U.S. air carriers and their flight crews when engaged in operations between the United States and foreign nations, and the terms of the act appear to cover these operations.

Such carriers are increasingly engaged in providing service to additional points outside the United States by engaging in beyond operations from one foreign destination to another. For this and other reasons, the status of negotiated contractual work rules applicable to the overseas flight operations of U.S. air carriers, and the statutory scheme applicable to labor relations during such operations, need to be clarified.

Recent court decisions are troubling because they have decided questions about the reach of the RLA by relying upon a presumption against extra-territoriality as well as the uncertain terms of the statute itself. But this approach does not effectively guide the courts or the parties in dealing with overseas flight operations of a U.S. carrier, which are essentially extensions of the carrier's domestic operations and are conducted by flight crews who operate interchangeably throughout the system. As a result, neither the public nor the parties can be certain that the industrial stability fostered by the RLA will protect the public while traveling in the foreign operations of U.S. carriers.

It is the reluctance to fully apply title II of the RLA as it should be applied and as we have understood its application for many years, that has brought us to where we stand today in introducing this legislation. We hope to amend the act so as to effectively guide the parties concerned in dealing with overseas flight operations of U.S. carriers.

Identical legislation (H.R. 4957) was introduced last year, and hearings were held in October, 1994 by the House Aviation Subcommittee, then chaired by the able Representative JAMES OBERSTAR, who joins me as an original cosponsor of today's bill.

This bill, as introduced, preserves the RLA's preference for systemwide collective bargaining agreements and permits such agreements